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OAG - 2870
Copy 1 of 9

3 January 1962

GACART WEEKLY REVIEW

21 December - 3 January

1. Meetings and Contacts:

a. On 22 December, Capt. Harry Collins visited Project Headquarters to report on the parachute test program. Tests are behind schedule due to stoppage resulting from inclement weather in the test area, equipment malfunctions and test aircraft problems. Major problem areas encountered in test sit

(1) High spin rate (30 RPM) - timers are being reworked by Lockheed to arrive at a reasonable and allowable spin rate.

(2) Malfunction of release mechanism between first and second stages. Lockheed has duplicated this malfunction and is coming up with a fix.

25X1A

b. [redacted] reports that he has visited Burbank, [redacted] and San Diego between 23 December and 2 January. A trip report is being prepared by [redacted]. Meanwhile, the following salient points reported on an interim basis:

25X1A

25X1A

25X1D



25X1A
(3) [redacted]

(a) The [redacted] work is progressing slowly. There is a plan underway to accelerate this program. [redacted] will provide details at the 4 January meeting in Florida.

25X1A

(4) Burbank:

DOCUMENT NO. 127
NO CHANGE IN CLASS.

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CLASS. CHANGED TO: TS S C 2012

NEXT REVIEW DATE:

AUTH: HR 70-2

DATE: 100272

(a) Delivery of A-32 #1 by the end of January is possible. As of 31 December, #1 was about 95% complete.

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25X1A

(b) Further discussion with Lockheed about a runway barrier for [redacted] resulted in the conclusion that no barrier is required, based on the following factors:



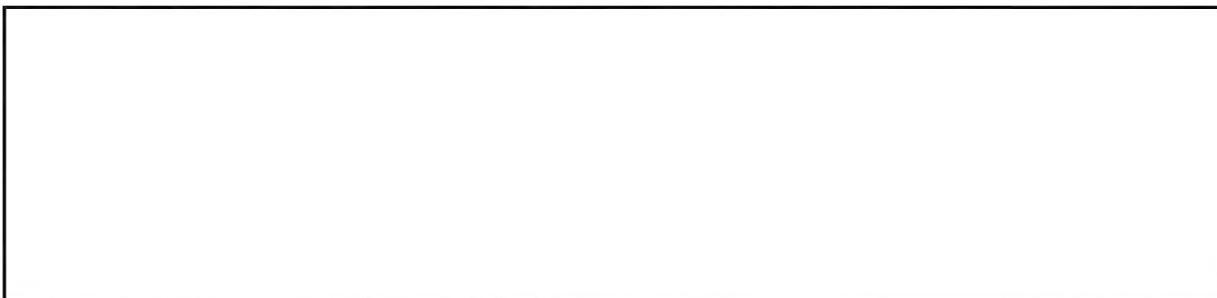
25X1A

Comments: This barrier topic will be reviewed at Project Headquarters with [redacted] return.

25X1A

e. On 27-28 December [redacted] of Minneapolis-Honeywell visited Project Headquarters:

- (1) All production of inertial navigation systems is on schedule.
- (2) Hill was directed to confer with Lockheed and resolve differences concerning a retrofit qualification program and production vibration tests before steps are taken to submit formal proposals to Project Headquarters.
- (3) Hill personnel met with representatives of EDO, RSI and L-3 concerning a possible requirement for an inflight recorder and conversion unit to produce tactile data from the present IR system for use in conjunction with film for photo interpreter purposes. This discussion was strictly exploratory.



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e. On 2 January [REDACTED] forwarded an OICATT cover story file to the DIA/P for review.

f. On 2 January copies of [redacted] reports (CR-2851 and CR-2861) concerning the hydraulic pump and engine problem situation were forwarded to the 107th.

c. Engine test time accumulation for the period 20-30 December

Total engine time	49 hours
Afterturbo time	0
3-20 engine time	29 hours
Hot inlet time	0
Hot turbine time	0

(1) All new local test stands are in operation with engines N-112, 113, 114, D-1, D-2.

(2) Three additional engines are now waiting test - Engines 75-211, 216, 234.

(3) Primary effort on turbine inlet profile. Improvement resulted in circumferential and radial temperature distribution.

(4) Concurrent effort on hydraulic system and controls development. Improvement realized in both areas.

(5) 33 hours of hydraulic pump station upgrade successfully completed at [REDACTED] a definite improvement.

(6) The first production afterburner fuel control has been delivered to Florida. The first production rate fuel control will not be delivered before 12 January 1962.

Ward 3 January 1999

- a. Review of Pratt and Whitney engine status.
 - b. Agenda and participants for the 1 January Suppliers meeting at C. Whitney, Palm Beach, Florida.
 - c. Suggestions pertaining to introductory remarks of the B/P at 1 January Suppliers meeting.

(1) Identify the Headquarters 240 officer

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- (2) Flight test philosophy.
- (3) Cover story status.

3. ~~Definition~~ ~~Requirement~~ Item

SIGNED

KEN PARROCK
22/10/1972

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